



SHIPMAIN Training / Educational Package 6 (FIFT)

Rev Sep 10, 2016



Objectives for Training / Educational Package 6

Everyone Departs today understanding ...

- *where we are in the TEP series*
- *the specific new material to be covered today*
- *expected topics for future training packages*



First ... Lets answer some big questions

What / who is Shipmain university ?

Where are we in implementation of the entitled process ?

What have we trained ?

What are we training now ?

What will we train in the future ?

Why should anyone care (WIIFM) ?



What is the Mission of Shipmain University?

- administer the TEP 6...x series
- to develop a virtual University that will align all Shipmain training
- feed proper information to existing schoolhouses



Where are we in implementation of the entitled process?

Back to square 1....

Why are we running Shipmain at all ?



SHIPMAIN background ?

- Started in Nov 2002 led by CNSF
- Transform **Maintenance** & **Modernization** planning processes
 - **Modernization now includes Carriers; Submarines under evaluation**
- From “Effective but not Efficient”, to “Both”
- Accomplish right work, right time, right cost
- Links closely with Regional Maintenance **concept and organization**

Fleet Response

Cost-Wise Readiness

Recapitalization



SHIPMAIN Objectives

- Install a **common planning process** for
 - Surface Ship maintenance
 - Surface Ship and Carrier modernization
 - **Submarine modernization process is under evaluation**
- Increase the **efficiency** of the process and deliver quantifiable savings without compromising its **effectiveness**
- **Institutionalize** the process and a **continuous improvement** method



Senior Leadership - Enterprise Collaboration

20 Sept 2005

SHIPMAIN PIT

VADM Etnyre - CEO

VADM Sullivan (NAVSEA)	VADM Zortman (CNAF)
VADM McArthur (NNWC Ships)	RADM Hamilton (PEO)
RADM McCullough (N76)	RDML McCoy (SEA 05)
RDML Frick (PEO IWS) (CNSL)	RADM Nowakowski
RDML Roesner (NAVICP)	RADM Hugel (SEA 04)
RDML Flynn (SPAWAR)	RDML Timme (SEA 07)
RDML Orzalli (OPNAV N43)	Mr. Cox (PEO C4I)
Mr. Klein (SPAWAR)	

Process Team

Leader: RADM Brooks
AO: Dale Hirschman
TG: Tom Zych

Communications Team

Leader: CDR Navratil
TG: Karen Tarrillion

Metrics Team

Leader: Ed Moe
TG: Tom Belter

Shipmain University

Leader: Dale Hirschman
TG: Bob Wilkins

CFT1 'Requirements'

Leader: RADM Nowakowski / RDML Orzalli
AO: CAPT Nimitz
Metrics: CDR Brown
TG: John Wagner

CFT23 'Package Preparation' 'Placement & Oversight'

Leader: RADM Hugel / RDML Flynn
AO: Tom Coumes
Metrics: LCDR Tracy
TG: Tom Meyer

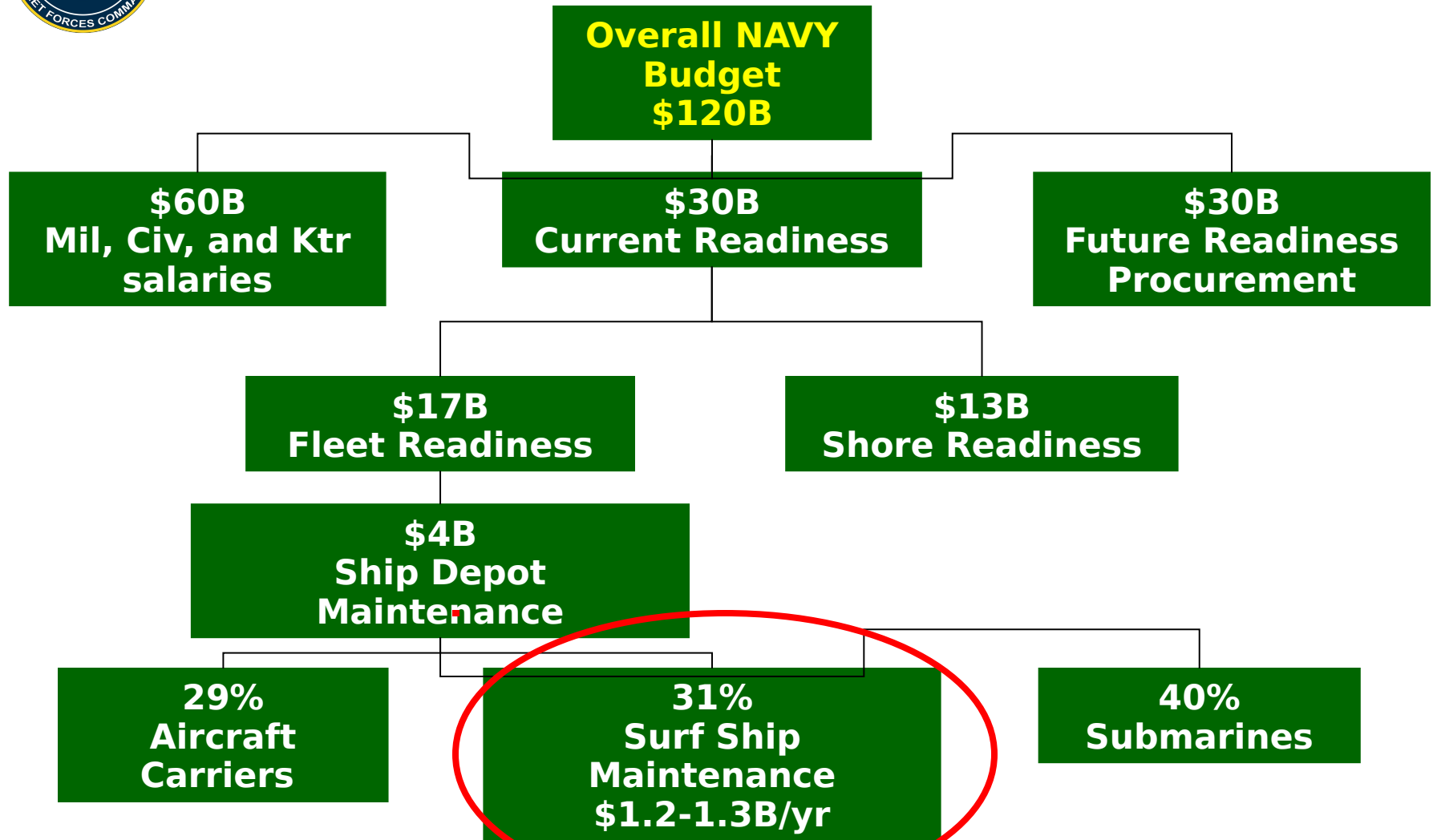
CFT4 'Alts / Mods Mgmt'

Leader: RDML McCoy / Andrew Cox
AO: CAPT Pedersen
Metrics: CDR Tate
TG: Dean Rock

SHIPMAIN
University



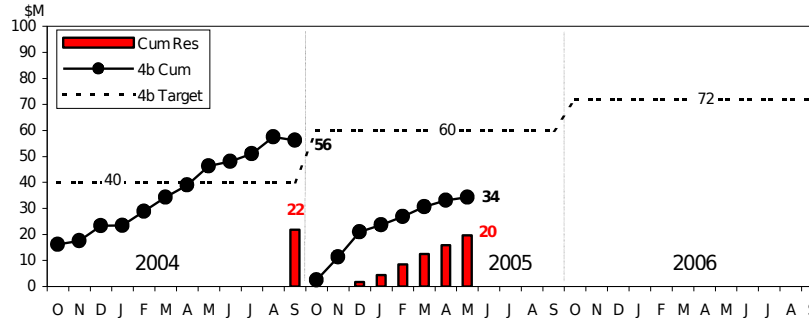
FY 05 NAVY Budget (MARMC slide)



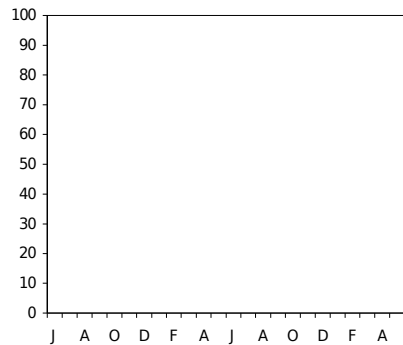


SHIPMAIN

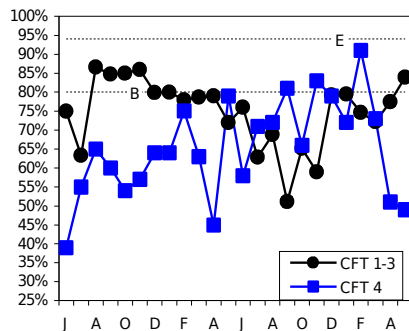
PIT Bridge Plot - Data through May 2005



1. ALTs Not Install. within 3 yrs



2. Future Modernization Metric

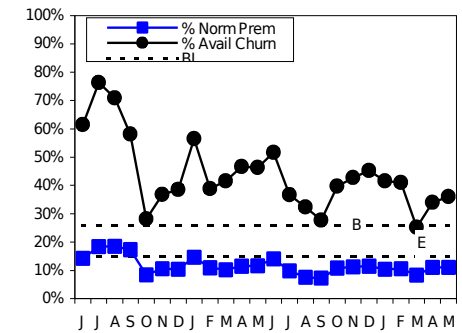


3. OTD Roll Up

4. FPY Roll Up

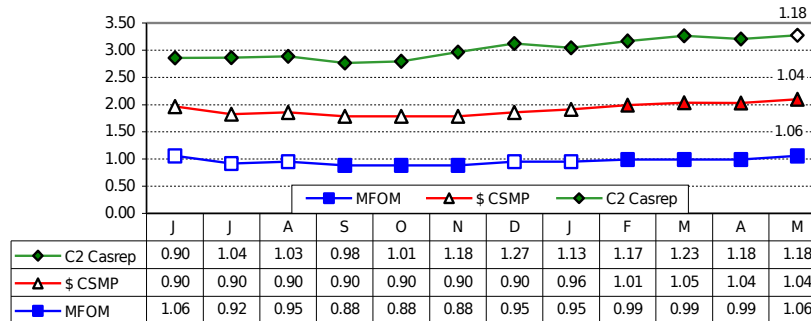
5. CT Roll Up (Days)

6. Resources - RMCs

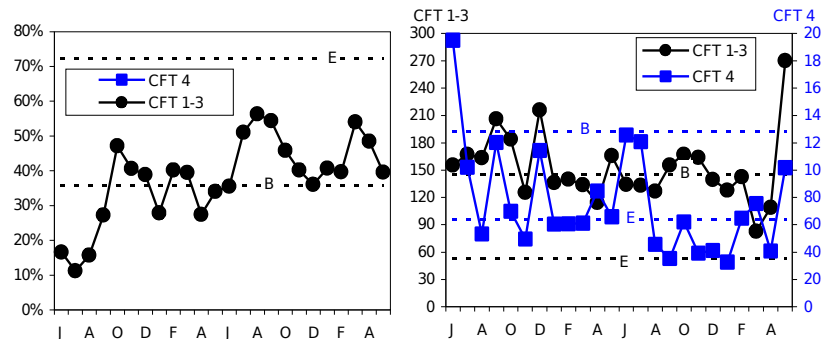


8. End Avail Churn

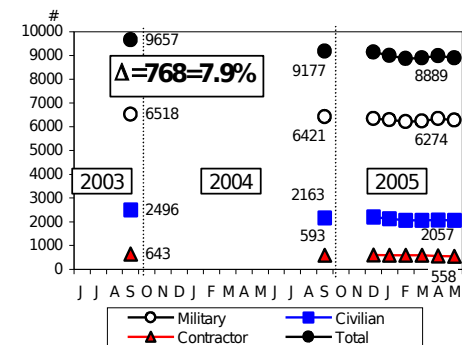
10. Roll-up Financial Value



9. Readiness Indices



7. POM 06 Mitigations for Modernization & Maintenance



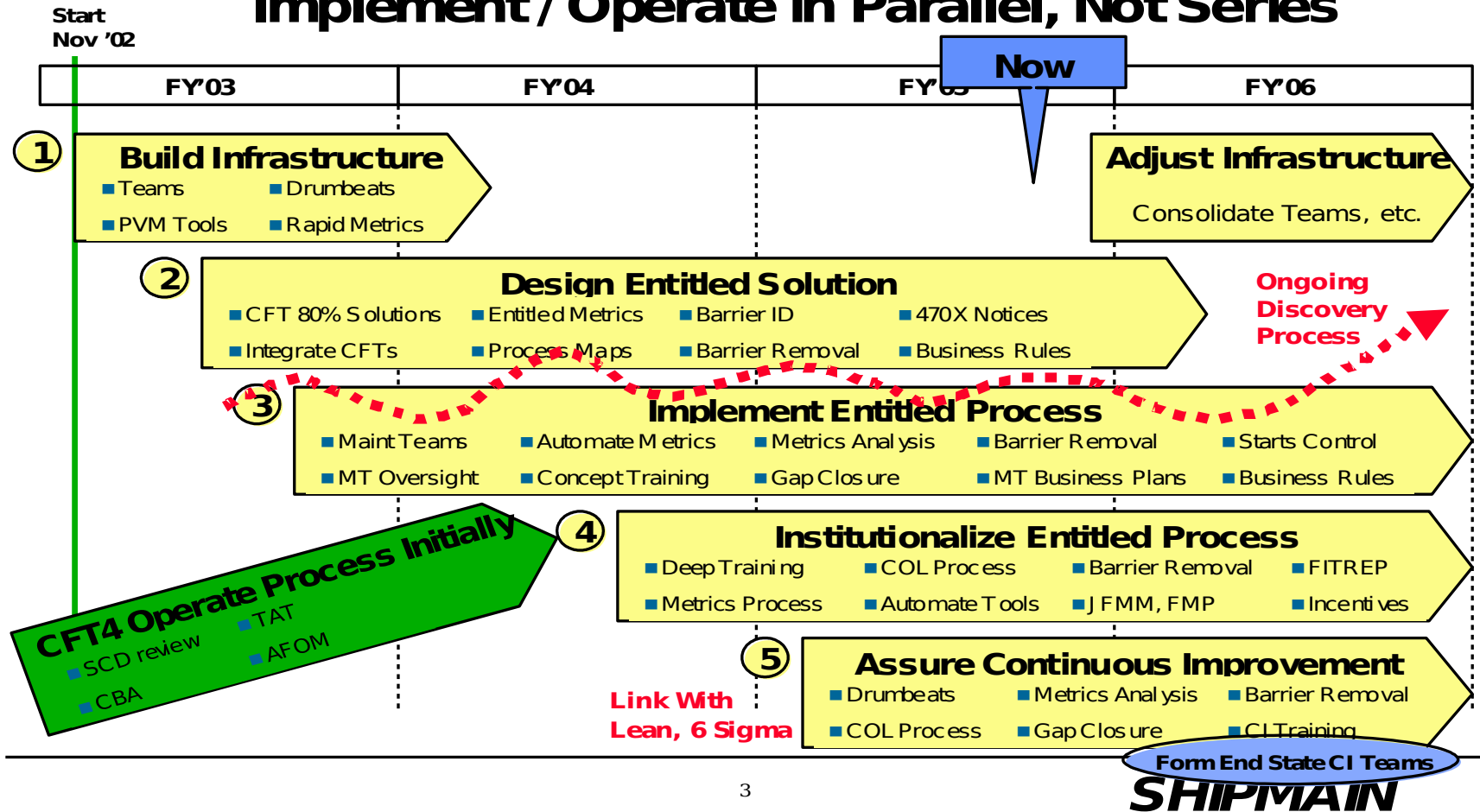


Where are we in implementation of the entitled process?

- 80 / 20
- CFT structure and way ahead
- Transitioning to the 'Enterprise'



Implement / Operate in Parallel, Not Series



3



Road to entitlement – strategy for transition

Elements of the process should be owned by the ‘rightful’ Navy owner ... paraphrasing VADM Etnyre

examples

- CFT 2 & 4 entitled milestones – owned by the JFMM update process
- CFT 2 MSC – owned by SSBATH
- Team Ships Feedback process owned by CNSF

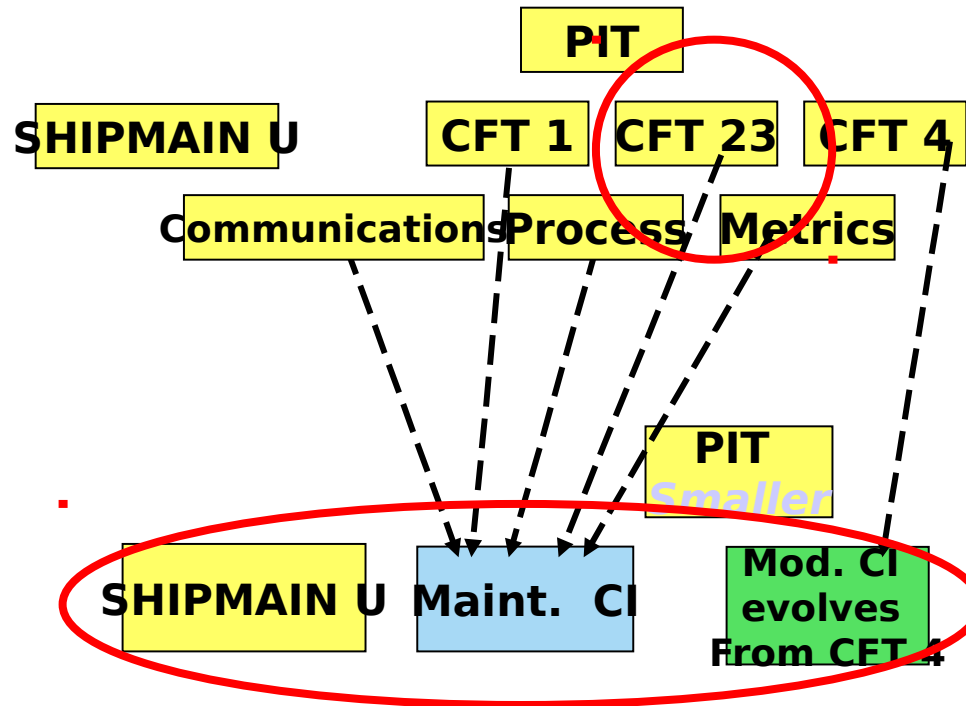
Remember CFTs own the process but the RMCs are the Operators and Implementers ... !



"How To" Transition

Current
SHIPMAIN

Late FY06
Becomes





Why should anyone care?

- Self satisfaction and you are a taxpayer !
- You are entitled to work in an environment following the latest business practices
- You will build your personal skills, knowledge and expertise
- As the entitled process takes root, older less robust processes and in some cases AIS applications, can be 'unplugged'

Re-capitalization means New ships !



Navy Re-capitalization is important
and the world is changing...

Domain of the Enterprise

	Maint	Traini ng	Manni ng	Supply	OpNav
Subs	Team 1	Other	Other	Other	Other
CVNs	Team 1	Other	Other	Other	Other
aviatio n	<i>Naval Aviation Enterprise (NAE) 2004</i>				
Surfac e	Shipma in	Other	Other	Other	Other
	<i>Surface Warfare Enterprise (SWE) 2005</i>				



What have we trained (FIFT) ?

- TP 1
 - Maintenance teams
 - Validating / Screening / brokering
- TP 2
 - More on MTs
 - The Placement & Oversight Business Rules and Process
 - How to look at premiums
 - Funding Processes
 - The Continuous TAR process
 - Firm Fixed Price Contract Differences
 - The Master Spec Catalog (MSC)



What have we trained (FIFT) ?

- TP 3
 - CNSF Note 4702
 - Availability Milestone Plan
 - Government Estimating Process
 - Master Spec Catalog (MSC) details
 - The Hot Washup Feedback Process
 - TAR Update
 - Premiums Update
 - CMAV Business Rules



What have we trained (FIFT) ?

- TP 4
 - Module 1: SHIPMAIN and SHIPMAIN Entitled Process Overview
 - Module 2: Initiate and Submit a Ship Change Document (SCD) in NDE-NM
 - Module 3: Detailed Review: Entitled Process Phase Assessment and Analysis
 - 3A: Technical Assessment (TA)
 - 3B: Cost Benefit Analysis (CBA)
 - 3C: Alteration Figure of Merit (AFOM)
 - Module 4: Resource Sponsor & Decision Board Operations
 - 4A: Resourcing Ship Changes
 - 4B: Voting
 - Module 5: Procurement and Installation Execution



What have we trained (FIFT) ?

- TP 5
 - Organizational Changes, CFT 23
 - MT Bridge Plot (revised)
 - CFT 1 updates
 - Cost estimating requirements
 - Integrated Class Maintenance Plan
 - Maintenance Support Tool (MST)
 - Screening First Pass Yield (FPY) metric
 - CFT 4 Hull Modernization Plan



Levels of Authorization

Grams → Notices → JFMM
expire as detailed

Shipmain Gram	Content	date
1	Stood up MTs	Aug-03
2	MTs VSB, MFOM	Feb-04
3	Avail Numbering	Mar-04
4	MMBP, Late work premiums	Apr-04
5	Gen'l status, metrics, Alts	May-04
6	Ship 3M Chop chain	Oct-04
7	Null MFOMs and the CSMP	Nov-04
8	Flt / Prog Alts	Feb-05
9	MFOM and the MMBP	Mar-05
10	Work Induction into NEMAIS	Sept-05
11	Clarify Business rules	Oct-05



Levels of Authorization

Grams → Notices → JFMM
expire as detailed

Notice	Content	Date
4701	To promulgate revisions to COMNAVSURFOR (CNSF) ship maintenance work candidate validation, screening, and brokering processes.	May-03
4701 rev	Updates 4701 Provides guidance to plan 1 CMAV each quarter that a ship is in port.	Dec-03
4703	To promulgate COMNAVSURFOR (CNSF) ship maintenance placement and oversight business rules.	Jan-04
4702	To promulgate COMNAVSURFOR (CNSF) ship maintenance work item/specification package preparation procedures, milestones and business rules.	June-04
4704	NA - went straight to JFMM	
4700	Updates MT responsibilities	Apr-05



Support Websites

- Spear spear.navy.mil
- Hotwash spear.navy.mil/hotwash
- Metrics maintenance.navy.mil/shipmain
- JFMM submepp.navy.mil
- ICMP cmp.navsea.navy.mil
- Alts / Mods fmp.navy.mil



What are we EDUCATING now – in TEP 6? (still FIFT)

Overview

- Recap of all Training packages, future view

CFT 1

- Spending Emergent vice CM \$

CFT 23

- CMAV planning enabled by NMD Rel 19
- Highly leveraged entitled milestones
 - philosophy
 - WPIC, KTR Deliverables, WPER; O,I,D locks

Process Team

- MT bridge plot



What will we train in the future?

	TEP 7 Cutoff Nov 11	TEP 8 Jan 06	TEP 9 Mar 06
tentative			
CFT 1	MFOM 2.0 Shore CSMP override I-level screening FPY	ICMP Avail close out BRT	
CFT 23	Port Loading Premiums BRT Metrics update Team Ships feedback process	NMD Rel 20 (KTR costs by para) MSR Involvement BRT TAR process	
CFT 4	BRT 29 Integration of C5I w/ EP Phase IV, V Statement of functionality		NDE EP software and SCD
Process Team		RMC BP	
Naval Surface Enterprise	25	Overview SHIPMAIN University	Process changes Cont Imp teams



now to TEP 6 material



Emergent Spending

CFT 1's Constancy of Theme

- C3/C4 CASREPs, or a C2 CASREP with reasonable potential to become a C3/C4 CASREP, **are identified as emergent maintenance and will be funded with emergent dollars.**
- Emergent work will be scheduled to minimize premiums in as much as the operational schedule will permit.
- **C2 CASREPS will normally be corrected using the CM Process.** Consideration will be given to schedule all maintenance, including emergent, at an opportune time to reduce premiums.
- **The RMC Commander may, with the respective TYCOM's approval, convert EM funds to execute CNO availability or CM maintenance**



Shipmain Gram xx

... brought to you by the folks at CFT 1

EMERGENT MAINTENANCE (EM) SPENDING. THE BASIC REASON TO CLOSELY MONITOR AND THEREFORE CONTROL EM SPENDING IS TO REDUCE PREMIUM DOLLARS (WASTE) SPENT TO EXECUTE WORK.

SEVERAL SHIPMAIN TYCOM DOCUMENTS AND THE JFMM ALREADY ADDRESS CRITERIA FOR USING EM MONEY. TO CLEARLY STATE POLICY, EM MONEY SHALL BE USED TO CORRECT C3/C4 CASREP'S OR TO CORRECT A C2 CASREP WITH REASONABLE POTENTIAL TO BECOME A C3/C4 CASREP. EMERGENT WORK WILL BE SCHEDULED TO MINIMIZE PREMIUMS IN AS MUCH AS OPERATIONAL SCHEDULE WILL PERMIT. OTHER WORK, INCLUDING C2 CASREPS, WILL NORMALLY BE FUNDED WITH CM AND SHALL BE MANAGED IN A MANNER THAT COMPLIES WITH CM PLANNING MILESTONES.

CASREPS DISCOVERED DURING A CNO AVAIL/CMAV SHOULD BE ADDRESSED AS NEW WORK. IF THE CASREP IS A C2, THE WORK SHOULD BE MANAGED AS A CONTINUOUS MAINTENANCE ITEM AND CORRECTED WITHIN THE GUIDELINES OUTLINED ABOVE.

EM FUNDS CAN BE CONVERTED TO CM FUNDS (AND VICE VERSA) BY THE RMC WITH TYCOM APPROVAL. A CONSISTENT APPLICATION OF BUSINESS RULES ACROSS THE ENTERPRISE WILL ENABLE US TO CONFIDENTLY UNDERSTAND FINANCIAL TRENDS, TRACK THE PREMIUM COSTS OF WORK, AND MAKE BUDGETARY DECISIONS BASED ON VALID ASSUMPTIONS.



a good time to clarify ...

Continuous Maintenance is

- A philosophy (CM)
- A color of money (\$CM)

Continuous Maintenance Availability (CMAV) is generally a 1-3 week 'planned' period of time for repair and alt work during which D, I, O and AIT work can be accomplished

Window of Opportunity – could be a weekend during which some repair work can be done



NMD Rel 19 & CMAV

... brought to you by the folks at CFT 23



a brief history of Shipmain CMAVs

- CMAVs are an integral part of the entitled process
- The JFMM requires that NMD be used to plan D-level CMAV work (I-level is planned in NEMAIS where poss.)
- The 4701 rev notice dated Dec-04 provided guidance to plan at least one 2-3 wk CMAV for each quarter that a ship is in port



CFT 2 RMC dialog conclusion Apr-04

“CMAV planning as prescribed by several 4700s notices is lacking as measured by the number of avails created in the NMD planning. Numerous barriers exist including training and NMD functionality.”



the reality ...

- NMD was cumbersome to use for CMAVs considering that work frequently needs to be moved from one avail to another
- A BRT was convened to identify the required changes in functionality

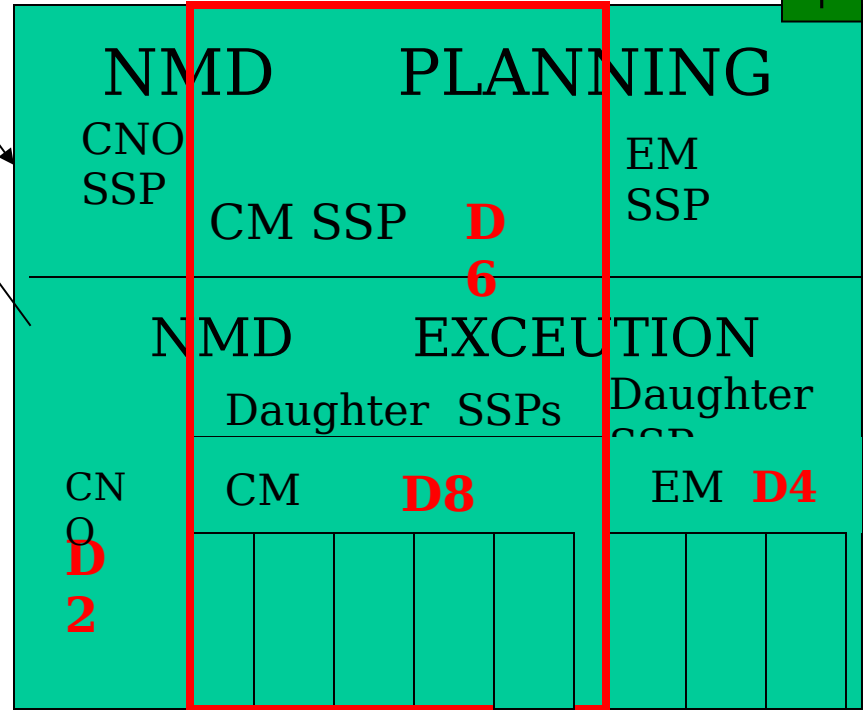


NMD 19.0 Functionality

- Supports recommendations by CMAV BRT and BRT 13 (STR 20691)
- Enforces MSMO and SHIPMAIN vision of entitlement (STR 20814)



\$





NMD 19.0 Support POCs

- NMD Help Desk – 757-396-2255
 - Can help with all technical issues and production support
- NMD Functional Lead – 757-396-5974
 - Can help with training, on site support, functional and NMD process questions
- NMD Analyst Team – 757-396-3962
 - Can help with design, functional and NMD process questions



Status today

- NMD Rel 19 was issued in Aug-05 and **user training has occurred at all ports – 19.1 fixes are in the works** and 20 is on the 'drawing board'
- CFT 23 expects that CMAVs are planned in accordance with JFMM and 4701rev guidance
- A Shipmain Gram is in 'chop' to document the new business rules (**read ahead sent**) in advance of a 4000 rev



Entitled MILESTONES
... brought to you by the folks at CFT 2, 23



CFT 23 - Milestones

Background

- A number of versions before
- Didn't drive the best process

Today

- Finalized and in the JFMM, **version is dated 08-July-05**
- Not yet universally deployed



CFT 23 – Milestones

What is generally different

- Repair and modernization integrated into 1 set
- Many funding milestones were established and integrated into the planning process
- Documented in the JFMM
- All stakeholders chopped before finalization
- Shifted avail package lock decisions as far to the right (close to the avail) as possible for now



CFT 23 - Milestones

Who can describe the (MSMO) significance of?

WPIC at A-120

AIT sked reqmts at A-120

KTR deliverables at A-60

WPER at A-30



CFT 23 - Milestones

WPIC – work package integration conference. A holdover from the previous planning process. This mtg is driven to integrate known repair and alteration work. Remains as an optional milestone event at A-120.

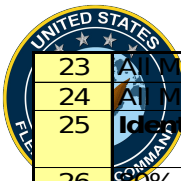
KTR deliverables – this A-60 event was developed to ensure that the KTR has all of the required information (D, I, O work and **AIT sked requirements**) so that he can develop a fully integrated execution schedule.

WPER – work package execution review. The purpose of this A-30 mtg is for all executors to review the execution schedule that was developed for the full avail.



Shipmain Planning Process Milestones

Item #	Task / Milestone	Responsible Activity	CFT 4 and CFT 2 Entitled Process (in days)				
			CFT 4 Critical	CNO MSMO	CNO FFP	CMAV MSMO	CMAV FFP/IDIQ
1	Establish CNO / CM Availability Schedule	TYCOM		A-720	A-720		
2	Fund Modernization Procurement & Installation - Decision Point 3	OPNAV / FLEET		Varies	Varies		
3	Issue 2-year rolling Hull Modernization Plan (HMP)	SPM / NAVSEA / TYCOM		A-810 to A-450	A-810 to A-450		
4	Identification of initial list HCPM for ALTS	PARM / Planning Yard		A-660	A-660		
5	Provide Incremental Funding for HCPM / LLTM to meet req'd delivery dates	PARM / SPM		A-600	A-600		
6	Initiate procurement of HCPM LLTM	PARM / SPM		A-600	A-600		
7	PY Submit Funding Request for work assigned	Planning Yard		A-480	A-480		
8	Ship Change (SC) Design / Planning Funds provided	NAVSEA / TYCOM		A-420	A-420		
9	Interface Control Drawing (ICD) Delivered to alteration developer / PY	PARM		A-420	A-420		
10	Provide Drawing list / schedule	Planning Yard		A-390	A-390	A-390	A-390
11	Assign drawing development responsibility	PEO Ships		A-390	A-390	A-390	A-390
12	Modernization Work package to support Ship check (Locked)	SYSCOM / TYCOM		A-390	A-390		
13	Issue Hull Modernization Plan / Letter Of Authorization (including AITs)	SPM / NAVSEA / TYCOM	A-360	A-360	A-360	A-360	A-360
14	Establish Availability in NMD	Maintenance Team		A-360	A-360	A-360	A-360
15	Request Availability Funding for planning repair work	NSA		A-345	A-345	A-345	A-345
16	Task / Fund SID Development	SPM / NSA / AIT / TYCOM / RMC Manager	A-330	A-330	A-330	A-330	A-330
17	Shipchecks completed	Planning Yard		A-270	A-270	A-270	A-270
18	Screen ICMP / TYCOM routines	TYCOM PC		A-270	A-270	A-270	A-270
19	Provide incremental funds for ordering LLTM for both repair and alt / mod work to meet req'd dates	SYSCOM / TYCOM	A-270	A-270	A-270	A-270	A-270
20	50% of D-level maintenance work package 2K's locked based on \$	Maintenance Team		A-240	A-240	NA	NA
21	Issue/ Deliver SIDs to NSA for KTRs and AITs	Planning Yard	A-180	A-180	A-240	A-180	A-180
22	Request Availability Funding for both repair & modernization work	NSA / RMC		A-180	A-180	A-180	A-180



23	Modernization Risk Assessments (including waivers) submitted	PARM/SPM/TYCOM		A-175	A-175	A-175
24	Modernization Risk Assessments (including waivers) approved	TYCOM		A-150	A-150	A-150
25	Identification of AIT Support / Schedule / Impact requirements	AIT Manager	A-135	A-135	A-180	A-135
26	80% of D-level maintenance work package 2K's locked based on \$	Maintenance Team		A-120	A-210	NA
27	Cert Plan(s) (eg ILS, software etc) approved. Final date for modernization Ship Change (SC) approval. LOA locked.	SPM / PARM / PM	A-120	A-120	A-120	A-120
28	100% of O level maintenance work package locked	Ship's Force		A-120	A-120	A-30
29	Award AIT contracts for work not being done by prime KTR	AIT Sponsor		A-90	A-90	A-90
30	I-level work package fully brokered	Maint Team / Ship's Force		A-90	A-90	A-40
31	I-level work package fully accepted	RMC		A-75	A-75	A-33
32	Provide Availability Funding for Modernization to the RMC	SYSCOMS / PEO / TYCOM	A-75	A-75	A-75	A-75
33	100% of D-level maintenance work package 2K's locked based on \$	Maintenance Team		A-75	A-170	A-30
34	Solicit Bids	RMC		N/A	A-120	N/A
35	100% of D-level maintenance work package 2K's planned, estimated + TAR'd	Planning Activity		A-60	A-155	A-25
36	Submit I-level work package and schedule to KTR for integration	RMC		A-60	A-60	A-30
37	Perform risk assessments and verify deliverables to KTR (O,I,D work items and AIT sked reqmts)	Maintenance Team		A-60	NLT A-60	A-25
38	SHAPEC Package turnover	SHAPEC		N/A	A-135	N/A
39	MSMO contractor "publish" pkg in NMD	MSMO Contractor		A-60	N/A	A-25
40	MSMO contractor turn over spec package	MSMO Contractor		A-60	N/A	A-25
41	Cutoff for bidders questions	PCO		N/A	A-100	N/A
42	Submit Bids	Contractor		N/A	A-90	N/A
43	Award Contract	RMC		N/A	A-60	N/A
44	MSMO contractor submit final package cost proposal	MSMO contractor		A-55	N/A	A-20
45	Definitize Work Packages	RMC		A-45	N/A	A-18
46	Deliver Material (LLTM and Kitted Materials) to Executing Activity	Planning Yards / PARM		A-30	A-30	A-20
47	Conduct Work Package Execution Review (WPER) - finalize funding	Maintenance Team		A-30	A-30	A-21
48	Start of Availability	Maintenance Team		A-0	A-0	A-0



the Process Team
brings you the MT bridge plot



The MT Bridgeplot - History

- *Began in 2004 with panels initially identified*
- *Decided not to roll out until panels were automated*
- *Automation was delayed due to emphasis on automating CFT BPs*
- *Went through another revision in summer of 2005*
- *Today the BP is available on*
[*www.maintenance.navy.mil/shipmain*](http://www.maintenance.navy.mil/shipmain)



The MT Bridgeplot - Access

- *Developed and hosted by NAVSEALOGCEN (NSLC)*
- *Principle in charge is Cathy Casper*
 - 717-605-7613
 - caspercm@navsea.navy.mil
- *Alternate is Sue Swartz*
 - swartzse@navsea.navy.mil
- *For access e-mail Cathy Casper for instructions*
 - *Requires a PKI certificate on your computer*



Website Home Page

SHIPMAIN Metrics - Microsoft Internet Explorer

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Address <https://nslcweb5.navy.mil/Shipmain/home> Go

SHIPMAIN Metrics

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SHIPMAIN Metrics

Click on one of the shipyards to display the various CFT metrics for that port.

PIT BP-Overall Metrics	BFMs
PIT BP CP #9 Metrics	BFMs
PIT BP CP #10 Metrics	BFMs
CFT1 Metrics	BFMs
CFT2 Metrics	BFMs
CFT3 Metrics	BFMs
CFT4 Metrics	BFMs
MT Metrics	BFMs
Metrics to Business Rules	

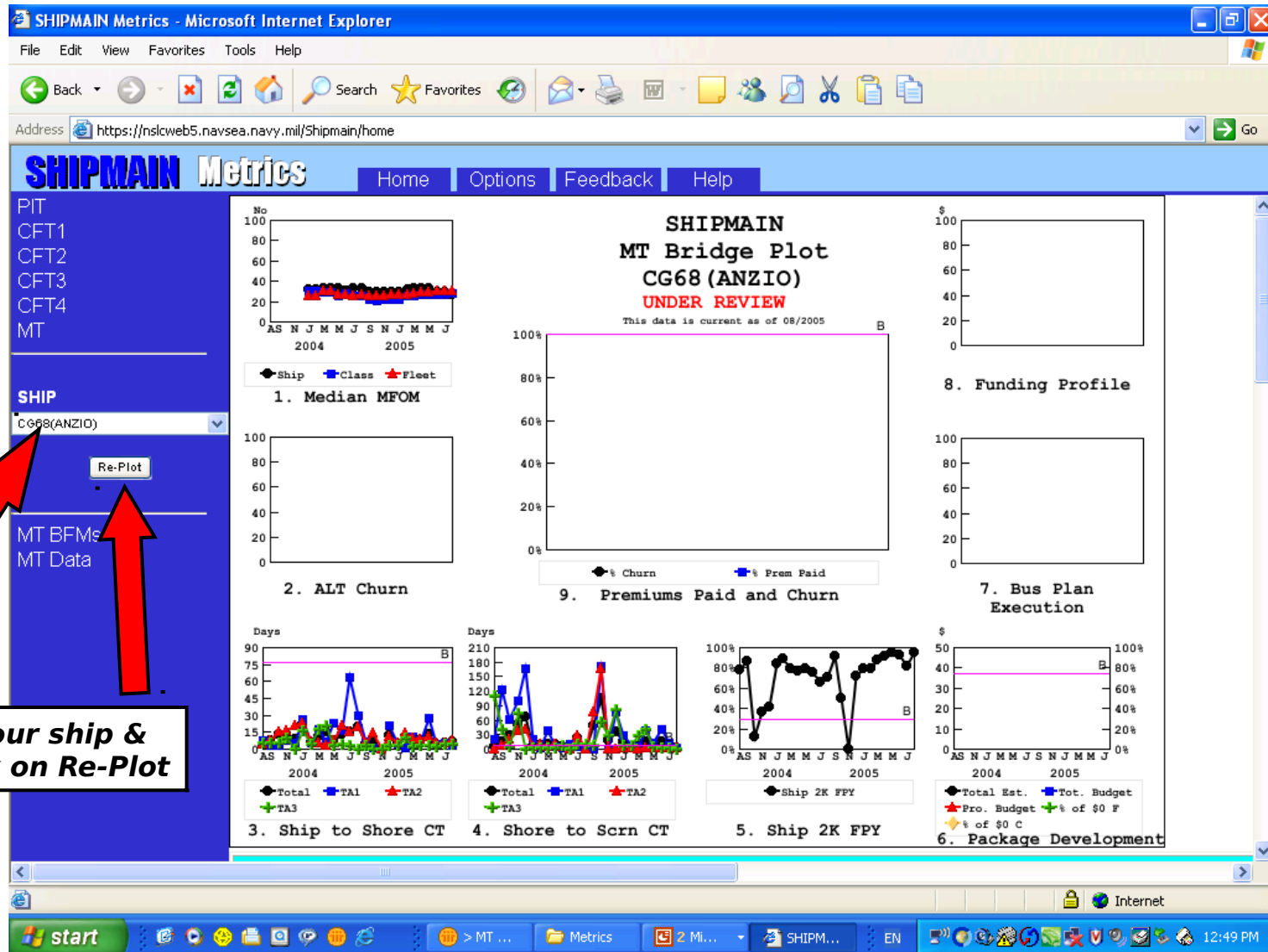
Click on MT Metrics

Map locations: PUGET SOUND, BATH, PUGET SOUND (Det Boston), NORFOLK, MAYPORT, PASCAGOULA, INGLESIDE, PEARL HARBOR, SAN DIEGO.

start > MT ... Metrics MT BP... SHIPM... EN 1:19 PM

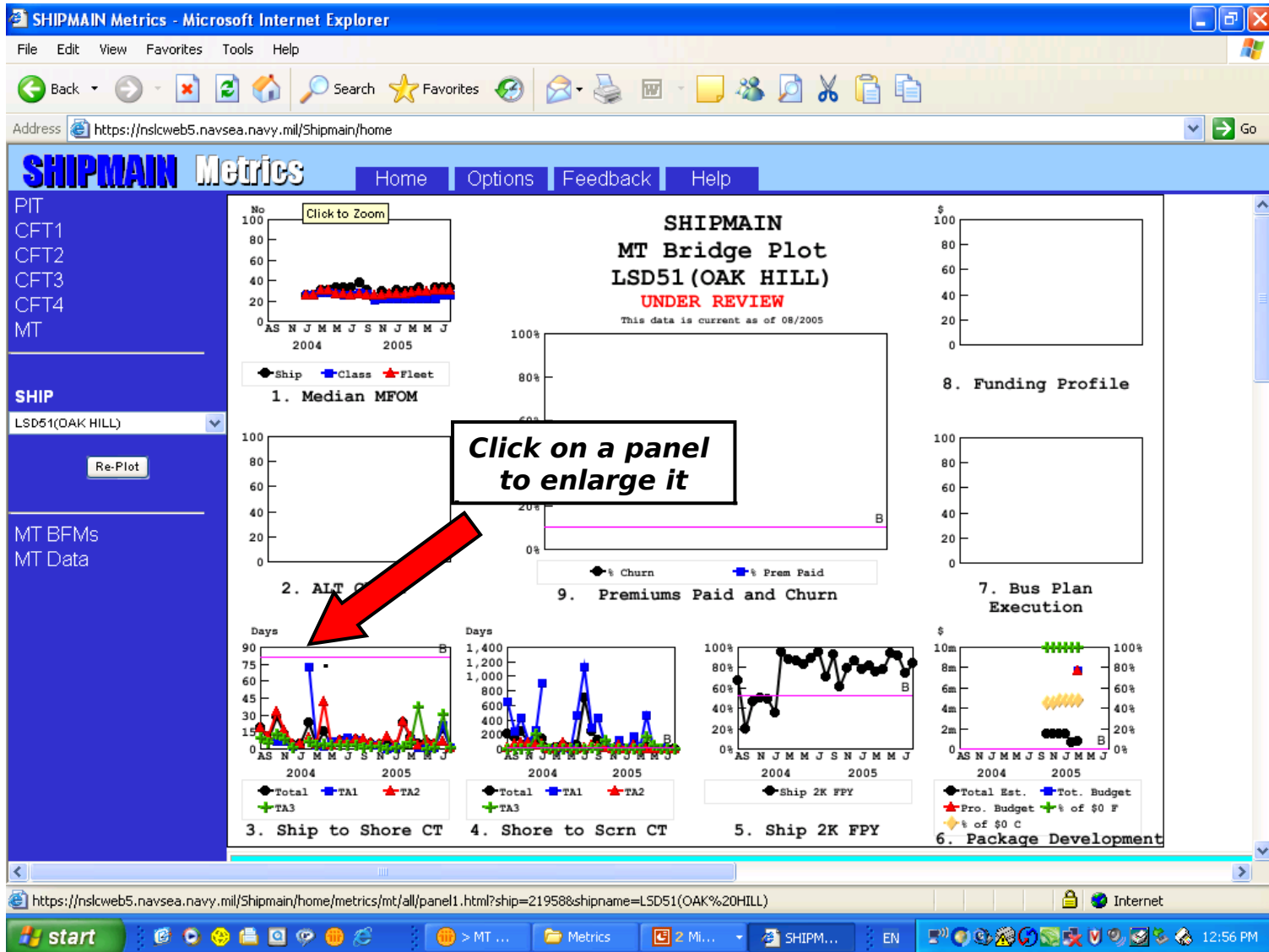


USS ANZIO is Default Ship



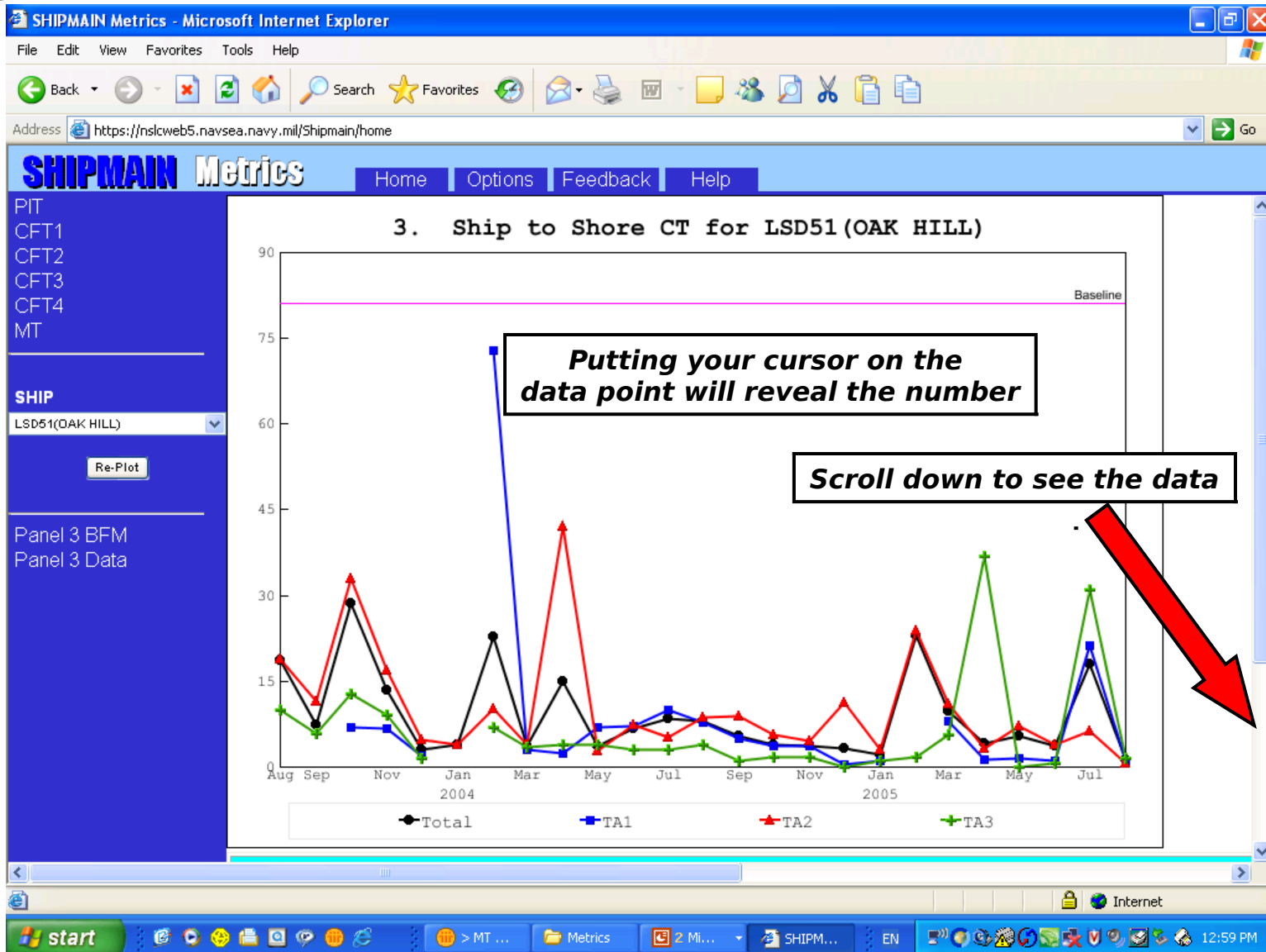


USS OAK HILL





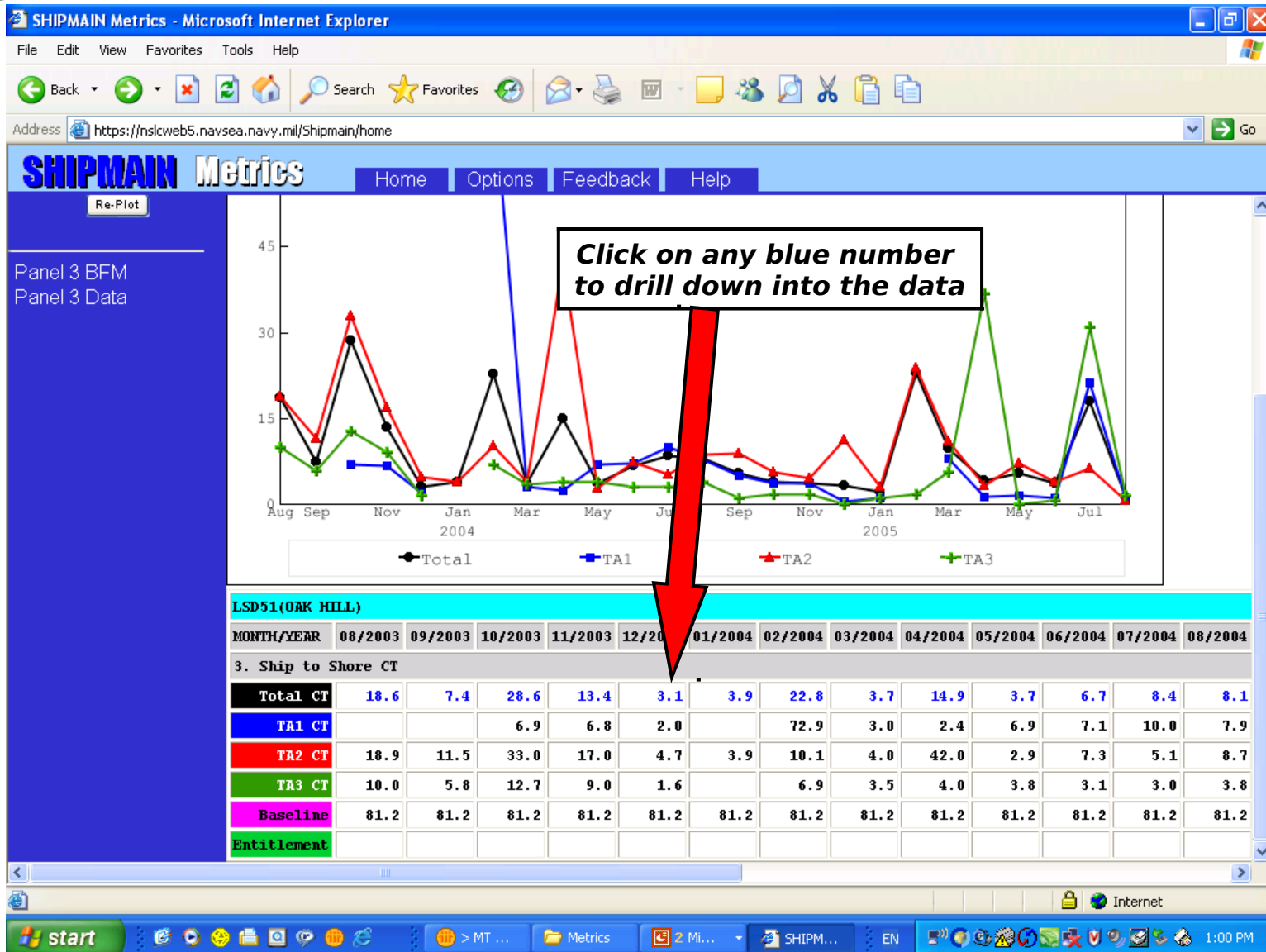
USS OAK HILL - Ship to Shore CT



University



USS OAK HILL - Ship to Shore CT





USS OAK HILL - Ship to Shore CT

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PANEL 3 - Ship to Shore CT

UIC: 21958 Ship: OAK HILL (LSD51) Month: 01/2004

CT = [RMAIS entry date - when discovered date (DAY COUNT WD) / # of jobs(JOB COUNT)]

FLEET	HOMEPORT	SHIP CLASS	UIC	JOB COUNT	DAY COUNT WD	DAY COUNT DEFER	CT	2Ks
ATLANTIC	NORFOLK	LSD41	21958	9	35	32	3.9	9

Click on any blue number to drill down into the data

Done Internet

start > MT ... Metrics 2 Mi... SHIPM... EN 1:02 PM



USS OAK HILL - Ship to Shore CT

SHIPMAIN Metrics - Microsoft Internet Explorer

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Address <https://nslcweb5.navysea.navy.mil/Shipmain/home> Go

SHIPMAIN Metrics Home Options Feedback Help

PANEL 3 - Ship to Shore CT

Homeport: NORFOLK Ship Class: LSD41 UIC: 21958 Ship: OAK HILL (LSD51) Month: 01/2004

ROW	JCN	Job Summary	TA	Priority	Enter Date	Fail Date	Defer Date	Day Count WD	Day Count Deferred
1	21958ERP1V002	KE END AVAIL LSD 51 FMGV 421 0	2	3	01/06/2004	01/06/2004	01/06/2004	0	0
2	21958ERP1V001	KE START AVAIL LSD-51 FMGV 421	2	3	01/06/2004	01/06/2004	01/06/2004	0	0
3	21958EM011591	NR. 1 HPAC	2	2	01/07/2004	12/24/2003	12/24/2003	14	14
4	21958OC010296	LOSS OF SIPRNET WEB BROWSING	2	1	01/14/2004	01/05/2004	01/08/2004	9	6
5	21958EM090839	#2 OWT RLF VALVE	2	3	01/14/2004	01/13/2004	01/13/2004	1	1
6	21958OW030475	CHAIN HOIST NEEDS WORK.	2	4	01/16/2004	01/14/2004	01/14/2004	2	2
7	21958OW030476	CHAIN HOIST NEEDS WORKING	2	4	01/16/2004	01/14/2004	01/14/2004	2	2
8	21958EA010868	TEST STAND REQUIRES COVER	2	4	01/20/2004	01/15/2004	01/15/2004	5	5
9	21958E01Q310	Conduct EMC Survey	2	3	01/30/2004	01/28/2004	01/28/2004	2	2

Click on any blue number to drill down into the data

Done Internet

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USS OAK HILL - Ship to Shore CT

https://nslcweb5.navy.mil - JCN: 21958EA010868 - Microsoft Internet Explorer

OAK HILL (LSD51)
21958EA010868

JobSeqNbr: 1795080502
JobSummary: TEST STAND REQUIRES COVER
EquipNounNm: VLV TESTER, VALV
EquipSerNbr: 332
APL: 462170001
EIC: 191H000
Location: 01-52-4-L
ESWBS: 66511
Pri: 4 SafHaz: -
WSCD: [4106](#) TA/TY: 4/?
MFOM: 008
WhnDscDt: Jan 15, 2004
DeferDt: Jan 15, 2004
UplineDt: Jan 20, 2004 (Loaded via CSMP Transactions)
DeadlineDt: Mar 31, 2004

Problem Description:
TEST STAND REQUIRES TO HAVE APPROVED FIRE RETARDANT PROTECTIVE COVER DRAPPED OVER MACHINE. EQUIPMENT IS IN LAY-UP. INACTIVE MORE THAN 180 DAYS. NO INFORMATION FOR TYPE OF MATERIAL TO BE USED TO MAKE A COVER. WORKCENTER LACKS CAPABILITY TO MANUFACTURE COVER. XXX REQUEST IMA, CANVAS SHOP, TO MANUFACTURE FIRE RETARDANT COVER TO PROTECT MACHINE AS PER MIP6627 LU-1. REQUEST OUTSIDE ASSISTANCE TO DETERMINE TYPE OF MATERIAL IS REQUIRED. Dimensions: top piece is 6.5' by 3'. front and back sides are 6.5' by 3'. left and right sides are 3' by 3'.

ReturnDt: Jan 22, 2004
JobState: Mar 01, 2004 - History
AvINbr: Not Assigned
MAUIC: ----- NOT ASSIGNED
CompDt: Feb 28, 2004 ActTkn: 2 - Maintenance action completed

Specific 2K history

Done

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SHIPMAIN Metrics

Click on one of the shipyards to display the various CFT metrics for that port.

PUGET SOUND

SAN DIEGO

PEARL HARBOR

INGLESIDE

PASCAGOULA

MAYPORT

NORFOLK

PUGET SOUND (Det Boston)

BATH

PIT BP-Overall	Metrics	BFMs
PIT BP CP #9	Metrics	BFMs
PIT BP CP #10	Metrics	BFMs
CFT1	Metrics	BFMs
CFT2	Metrics	BFMs
CFT3	Metrics	BFMs
CFT4	Metrics	BFMs
MT	Metrics	BFMs
Metrics Team Business Rules		

Click on MT BFM

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MT BP BFM's

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MAINTENANCE TEAM BFM's

Jump To CFT

SHIPMAIN Metrics Business Rules

Post a New CFT/BFM
Manage Email List
DOWNLOAD ALL MT BFM's ZIP FILE

1. Median MFOM	MT BFM Panel 1clb.doc → View History	Posted: 02/15/2005 Closed: 02/15/2005
▼ 2K Screening Br...	MT BFM Panel 2 v3clb1.doc → View History	Posted: 03/24/2005 Closed: 03/31/2005
...Concur (Tom Belter)		
3. Ship to Shore CT	MT BFM Panel 3clb.doc → View History	Posted: 02/15/2005 Closed: 02/15/2005
4. Shore to Screen CT	MT BFM Panel 4clb.doc → View History	Posted: 02/15/2005 Closed: 02/15/2005
5. Ship 2K FPY	MT BFM Panel 5clb.doc → View History	Posted: 02/15/2005 Closed: 02/15/2005
▼ 6. Package Prep Status	CFT2 panel 3 14-Mar-05.doc → View History	Posted: 03/14/2005 Closed: 03/25/2005
...MT BP Panel 6 (Tom Belter)		
▼ 6. Package Development Metric	BFM_MT_PACKAGE DEVELOPMENT.doc → View History	Posted: 09/06/2005 Closed: 09/06/2005
...No comment (Tom Belter)		
7. Business Plan Execution	MT BFM Panel 7 v2.doc → View History	Posted: 02/15/2005 Closed: 02/15/2005
▼ 8. FUNDING PROFILE	BFM_MT_Funding Profile_050909.doc → View History	Posted: 09/14/2005 Post Comments By: 09/28/2005
...No comment (Tom Belter)		
...No comment (Tom Belter)		
9. G&NW and EM	MT BFM Panel 9 v2clb.doc → View History	Posted: 02/15/2005 Closed: 02/15/2005
9. GROWTH AND NEW WORK PREMIUMS	BFM_MT_G&NW AND PREMIUMS_050808.doc → View History	Posted: 08/08/2005 Closed: 08/08/2005

Provided By:
NAVAL SEA LOGISTICS CENTER

Last Updated: **06/9/2003**
Naval Sea Logistics Center

Done

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1:24 PM

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Created: Susan Swartz [02/15/2005] Modified: 02/15/2005 06:45:25 AM

AUTHOR:	Susan Swartz
CFT:	MT
BFM:	Median MFOM Panel Number: 1
Metric Line Numbers:	
Status:	Under Construction
Respond by:	02/15/2005
Attached BFM:	(MT BFM Panel 1.cfb.doc 38912 bytes)

Comment History:

- [Median MFOM](#) (Susan Swartz 15-Feb-05)

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Actual BFM – 1 of 3

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1 2 3 4 5 6 7

Naval Surface Ship Maintenance Planning Optimization (SHIPMAIN)
MT Bridge Plot – Panel 1
Basis For Measurement

PANEL NAME: Median MFOM

PANEL LINE NAME: Own Ship

DATE: 4 Aug 2004

UNITS: None (Index)

MEASUREMENT DEFINITION:

Maintenance Figure of Merit (MFOM) is used to quantify every maintenance item in terms of relative priority, severity and criticality. Each point on the graph represents the median MFOM value of the 2Ks in the sample. At the ship level, it is the median MFOM of the TYC1, TYC2, and TYC3 or TA1, TA2 and TA3 jobs residing in the "shore file" (RMAIS) at the time that the sample is taken. At the ship level, class level, and fleet level, it is the median MFOM of all jobs for all ships in the sample. TYCs are used to calculate MFOM, if available; otherwise TAs will be used until TYCs are entered during Screening and Brokering. Individual MFOM values greater than 100 are truncated to 100. Null or zero valued MFOMs are excluded from the Median MFOM calculation.

CALCULATION:

MFOM Formula:
$$MFOM = (MCC/PRI) * (SEVERITY/100) * (Equip STATUS_{modified}) * (TYCOM SCR modified)$$

(12.5)

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Actual BFM - 2 of 3

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MFOM Formula:
$$MFOM = (MCC/PRI) * (SEVERITY/100) * (Equip STATUSmodified) * (TYCOM SCR modified) * (12.5)$$

Equipment STATUSmodified:	TYCOM SCR modified:
0 (N/A) = 1	TYC1 = 4
1 (Operational) = 2	TYC2 = 2
2 (Inoperative) = 4	TYC3 = 3
3 (Reduced Capability) = 3	TYC4 = 1

SWLIN is used as the key to look up Mission Criticality Codes and Severity Codes from MRS.

Medium MFOM:
The median of a sample is the value at which half of the sample points are greater and half of the sample points are lesser. For a symmetrically distributed sample, the median and the mean will be identical, but it can be seen from a histogram of MFOM values that the MFOM is not distributed symmetrically. The median is influenced less by extremes in the sample, and so is considered to be a better representation of the data sample for unsymmetrical distributions.

I am in agreement with this Basis for Measurement.

Date: _____ Process Team Action Officer Dale Hirschman	Date: _____ Thomas Group Program Manager Tom Zych
Date: _____ Process Team COO RADM Brooks	

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Actual BFM – 3 of 3

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1 2 3 4 5 6 7

Naval Surface Ship Maintenance Planning Optimization (SHIPMAIN)
MT Bridge Plot – Panel 1
Basis For Measurement

If $n = 2r+1$ (Odd number of sample points)
Median MFOM = X_{r+1}

If $n = 2r$ (Even number of sample points)
Median MFOM = $(X_r + X_{r+1}) / 2$

Where n is the sample size.

SOURCE DATA and REPORTING FREQUENCY FOR MEASUREMENT:

MFOM is calculated within RMAIS utilizing the above stated formula for each 2K in the shore file. Mission Criticality Code and Severity are obtained from MRS. All other fields for the MFOM calculation come directly from the 2K itself. After the MFOM value is calculated, it is placed in block 43, Integrated Priority List. Note: MFOM formula is truncated to no greater than 100.

The Median MFOM is based on a "snapshot" sample; a sample of all jobs which are active in RMAIS at the time of the sample. This sample will be taken monthly on the 1st working day of each month. The names of the ships per class and the names of the ships per Surface Fleet should come from SURFLANT and SURPAC. These ship lists should be updated quarterly.

BASIS FOR BASELINE: Baseline is not required for this panel.

BASIS FOR ENTITLEMENT: TBD

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the MT Bridgeplot – how to use it

- Pull down from the website on or about the 15th of the month
- Data should be current thru the end of the previous month
- Present the bridge plot at your drumbeat review session



Finally....take aways one should

- Understand the difference between Maintenance Univ and Shipmain Univ
- Know how far we have come and how far we have to go to implement the full entitled process
- Be cognizant of managing CM vs EM \$
- Understand the process for planning CMAVs in the NMD planning module
- Be ready to use the MT bridge plot



Questions?